

CLASSIFICATION ~~CONFIDENTIAL~~ CONTROL/US OFFICIALS ONLYCOUNTRY Germany (Soviet Zone)

REPORT

TOPIC Neuruppin Airfield

EVALUATION

PLACE OBTAINED

50X1

DATE OF CONTENT

50X1-HUM

DATE OBTAINED

DATE PREPARED 15 May 1951

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

**REFERENCE COPY**  
**DO NOT DESTROY**

50X1-HUM

1. On 19 April 1951, 32 single-seater and 9 two-seater jet aircraft were stationed at Neuruppin airfield. The fuel dump at the field was being enlarged.
2. At 6:42 a.m. on 12 April eight swept-back jet fighters took off from Neuruppin airfield in good weather, landing again at 7:30 a.m. From 8:12 to 9 a.m. eight swept-back jet fighters practiced formation flying. After 3:23 p.m. individual jet fighters with their landing lights on made local flights. The last plane landed at 1:05 a.m. whereupon the airfield lights were switched off.
3. From 7:04 a.m. to 5:03 p.m. on 13 April, swept-back jet fighters made 15-minute flights in groups of two. There was a strong south-westerly wind.
4. From 6:54 a.m. to 4:43 p.m. on 14 April, swept-back jet fighters flew in elements of two. There were sudden wind squalls and intermittent showers, the lower cloud ceiling being at 1,000 meters. From 9:50 to 11:07 a.m., two single-engine low-wing monoplanes with radial engines practiced blind flying in the clouds.
5. There was no flying on 15 April. The radio installation with four masts in the southwestern corner of the field was observed through a field glass. An iron rod, about 1.2 meters high, projected from the roof of the radio hut. The four masts were each about 10 meters high and as far as could be seen were braced in only two places. A lead-in ran from the top of the masts to the top of the rod on the roof of the hut. A two-wire circuit led from the radio installation toward the east. \*
6. From 7:30 to 11:38 a.m. on 16 April, three biplanes stationed in Neuruppin practiced take-offs and landings at the auxiliary airfield in Bechlin. From 8:28 to 10 p.m. four swept-back jet fighters with landing lights on made local flights.
7. From 7:52 to 8:10 a.m. on 17 April, a single-engine low-wing monoplane fitted with a radial engine was observed flying. No aircraft were aloft after 8:10 a.m. probably because of an imminent storm.

Lo

**CONFIDENTIAL**

Document No.	<u>011</u>
No Change in Class.	<input type="checkbox"/>
Class.	<input type="checkbox"/> Declassified
Auth.	<input type="checkbox"/> S <input checked="" type="radio"/> C
Date:	<u>Jul 27, 1978</u>

50X1

~~CONFIDENTIAL~~ CONTROL/US OFFICIALS ONLY

2

50X1

8. From 6:12 to 7:30 a.m. on 13 April, four swept-back jet fighters practiced formation flying over the field. Visibility was excellent. The jet fighters landed in groups of two. The same flights were practiced from 8:12 to 9:00 and 9:28 to 10:04 a.m. and in the afternoon until 5:30 p.m. At 3:04 p.m. a twin-jet fighter landed at the field. Its two engines were suspended from the wings which were not swept-back. Its rudder assembly had the same configuration as the swept-back jet fighters. At 3:38 p.m. the plane took off again heading southeast. It is believed that this plane had come from Oranienburg since three aircraft of the same type were observed landing there on 19 April 1951.

50X1-HUM

9. [redacted]  
[redacted] Twenty-four swept-back jet fighters were observed [redacted]  
Three single-engine planes fitted with radial engines and three biplanes were also observed at the field. [redacted]

\*\*\*

50X1-HUM

- \* Comment. This radio installation is believed to be an Adcock DF station [redacted]

50X1-HUM

- \*\*\* Comment. [redacted]  
[redacted] A fighter regiment equipped with approximately 30 MIG-15 aircraft is [redacted] believed to be in Neuruppin.

~~CONFIDENTIAL~~ CONTROL/US OFFICIALS ONLY